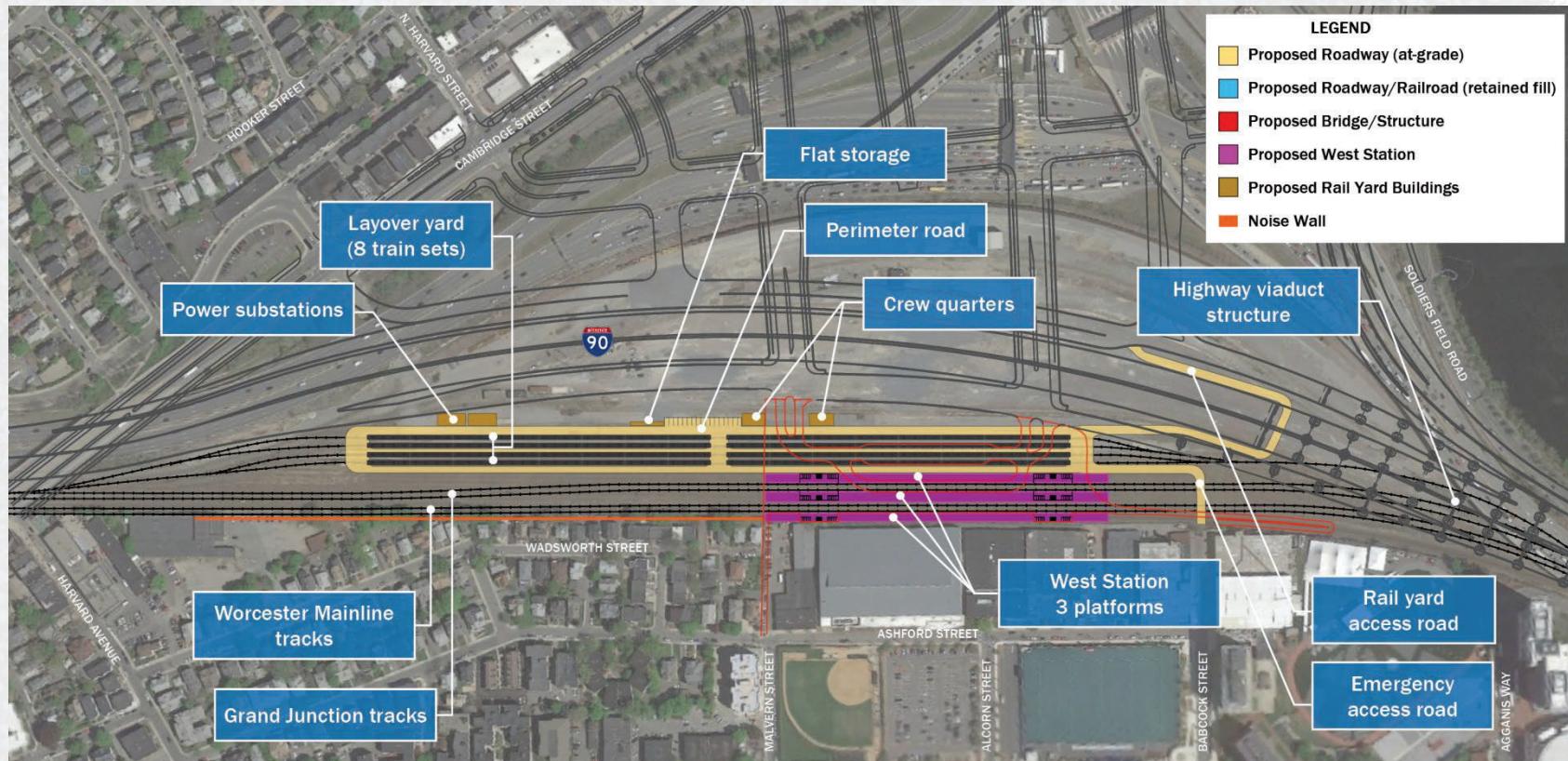


A black and white photograph of a rail yard in Allston, Massachusetts. In the foreground, several train cars are parked on tracks. In the middle ground, a CSX locomotive is visible. In the background, the dense Boston skyline is visible under a clear sky.

I-90 ALLSTON INTERCHANGE AN INTERMODAL TRANSPORTATION PROJECT

MassDOT/FMBC JOINT MEETING
NOVEMBER 19, 2018 – MassDOT BOARD ROOM

DEIR West Station Layout





Highway Interchange Compatibility

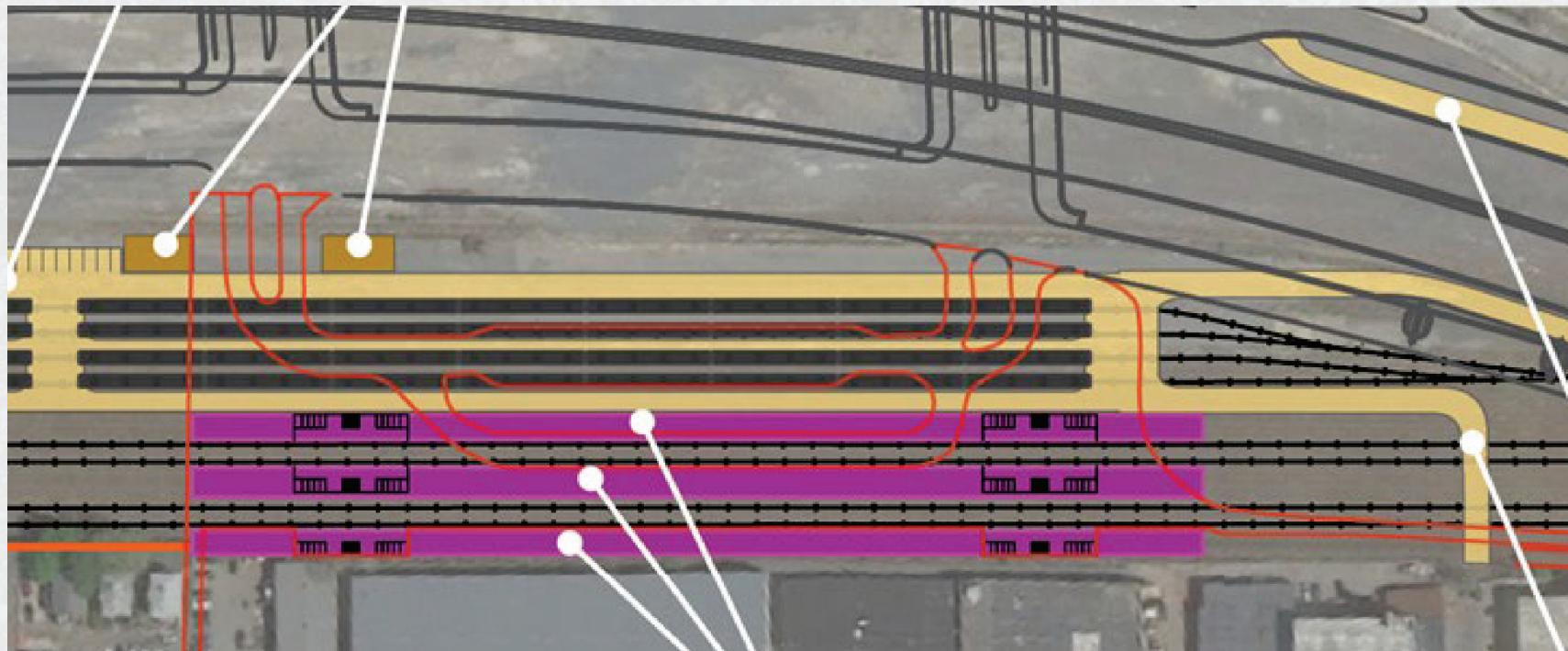
- The DEIR presented 3 railroad alignment variations
 - Highway Viaduct
 - All At-Grade
 - Railroad Viaduct
- Each are compatible with the Highway Interchange
 - Highway Viaduct and all At-Grade offer virtually identical interchange compatibility
 - Railroad Viaduct slightly differs due to the entrance of the GJR tracks into the station area at a higher elevation, pushing the rail platforms west and raising the elevation of the bus concourse slightly
- The Highway Viaduct variation offers greater ability to expand transportation infrastructure in the Throat Area due to land availability below the viaduct



West Station Rail Facilities

- Includes 4 tracks and 3 railroad platforms
 - 2 tracks principally dedicated to the WML
 - 2 additional tracks principally dedicated to the GJR
- Center platform supports cross-platform service between WML & GJR
- Crossover tracks offer flexibility for trains to access multiple tracks and platforms
- South Side at-grade walk-up paths for maximum pedestrian accessibility & intermodal efficiency

DEIR 3-Platform Layout



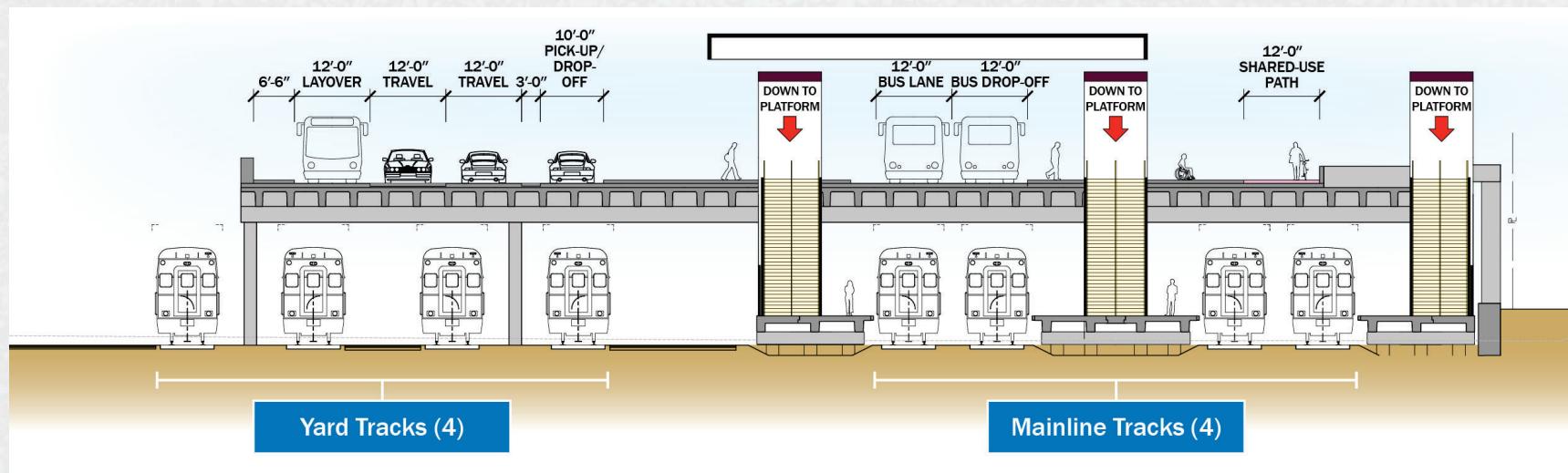
West Station Bus Facilities

- Elevated Bus concourse for 5 live berths and 5 layover berths
- Curb space dedicated to K&R, taxi, and TNC drop-off/pick-up
- Deck area allows 24/7 North-South bike & ped movements; also supports bike share & secure storage

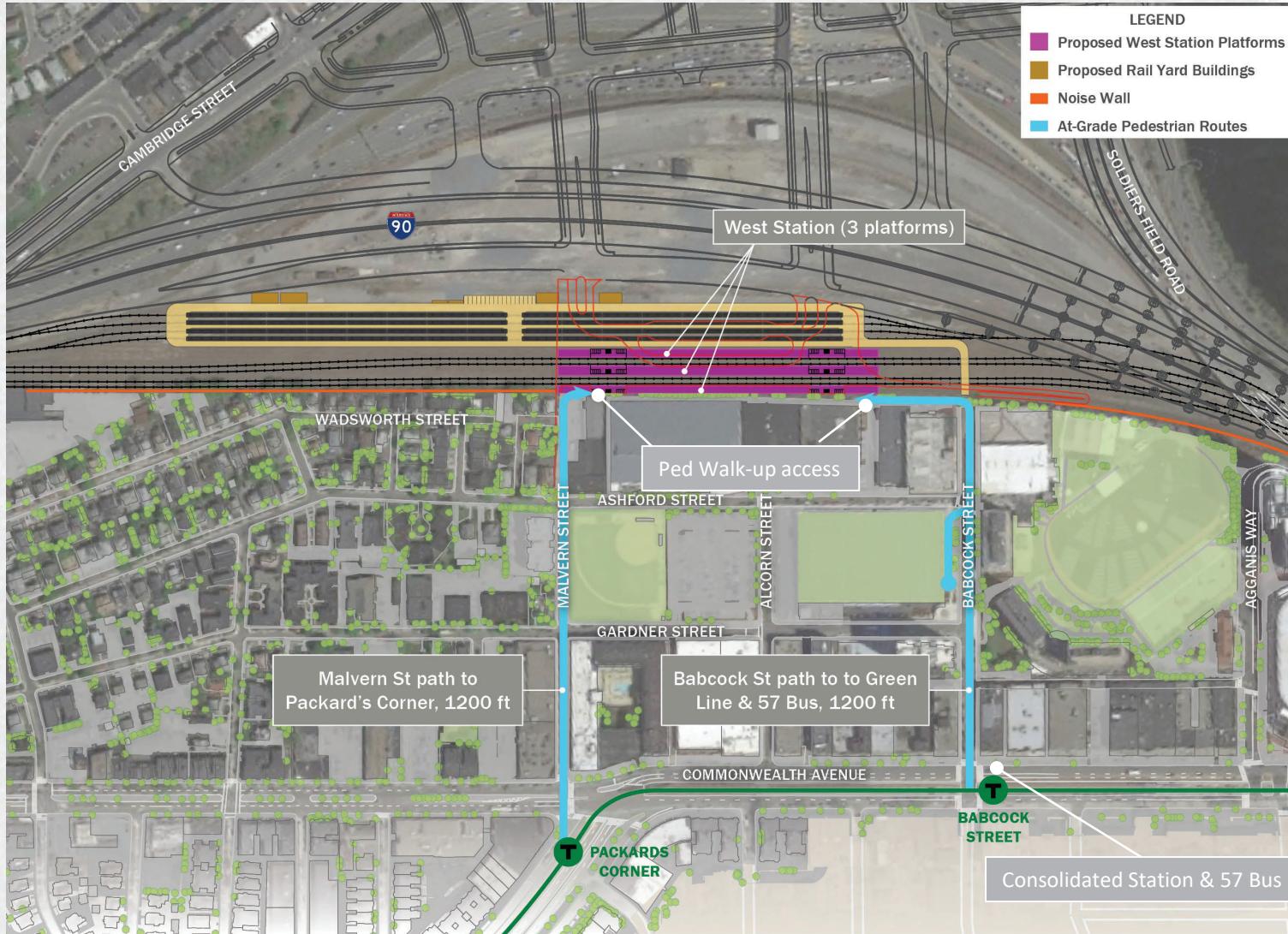




West Station Cross Section (looking east)



West Station & Intermodal Connection



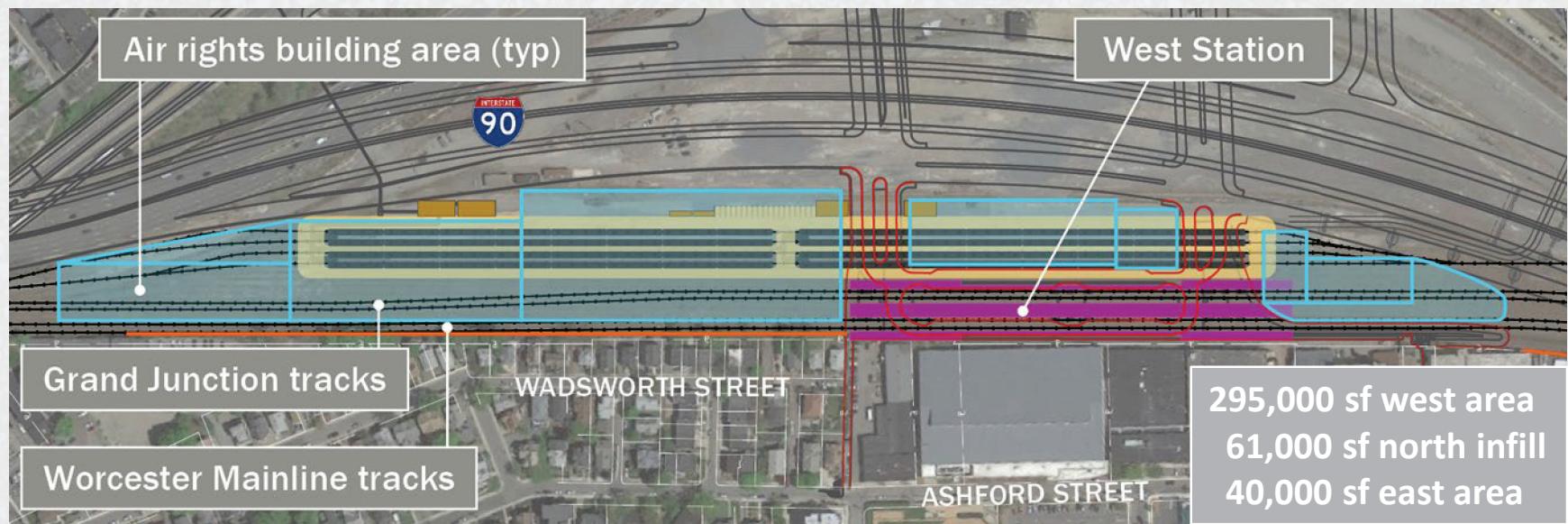
Street Grid Development Area-Terra Firma

PARCEL AREA	
PARCEL NO.	SQUARE FOOTAGE
1	34,425
2	133,880
3	35,605
4	70,575
5	103,225
6	157,290
7	104,865
8	84,750
9	90,475
10	242,250
11	41,210
12	138,330
13	90,605
14	201,840
15	54,320
16	131,080
17	21,395
18	44,800
TOTAL	1,780,920



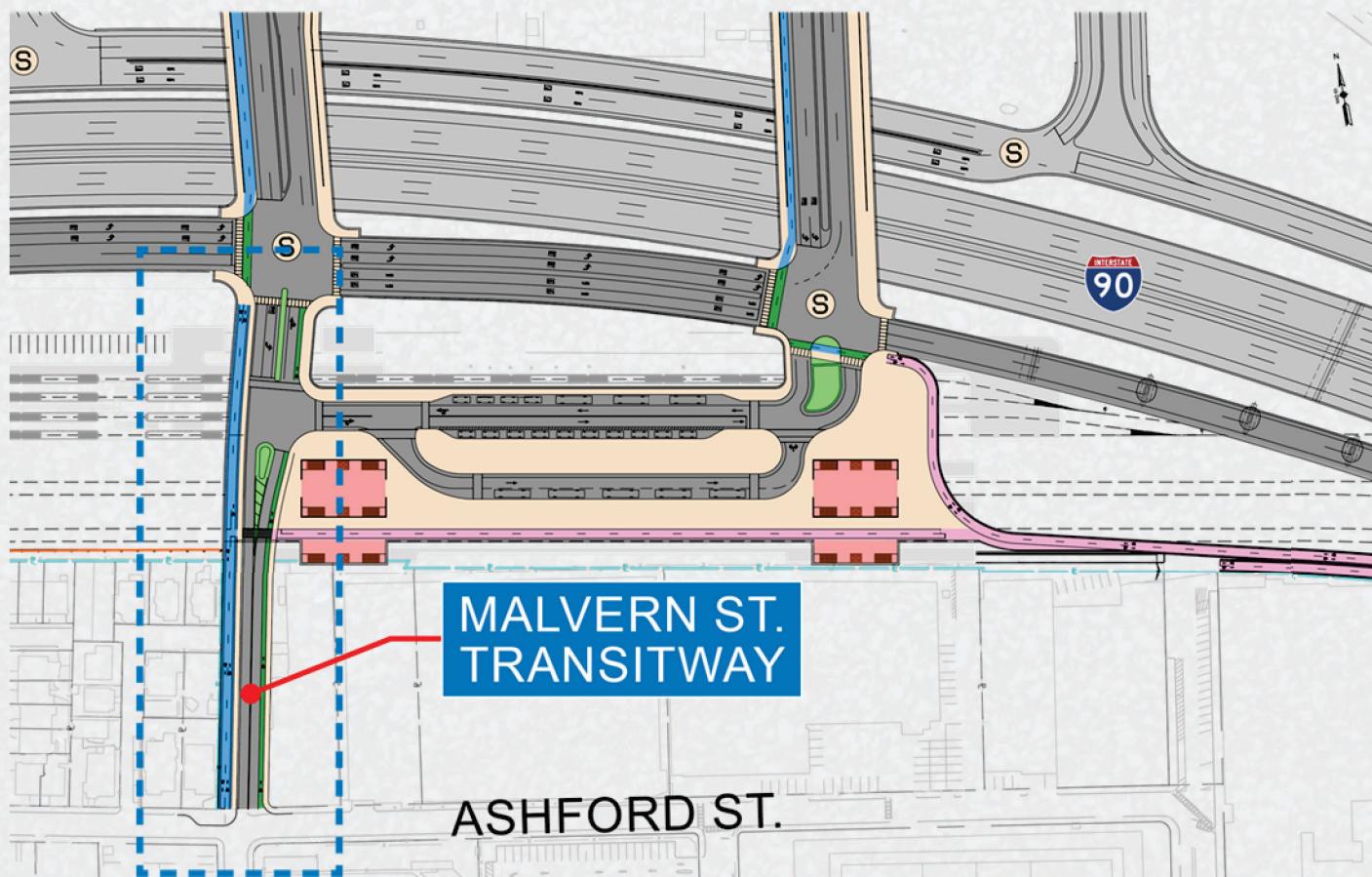
BPY Air Rights Development Potential

- Shaded areas are available for Air Rights development for Highway Viaduct and All At-Grade variations
- Railroad Viaduct variation reduces Air Rights potential
 - Retained fill supporting GJR tracks limits overbuild potential (east)
 - Platform move to west limits air rights in favor of vertical circulation



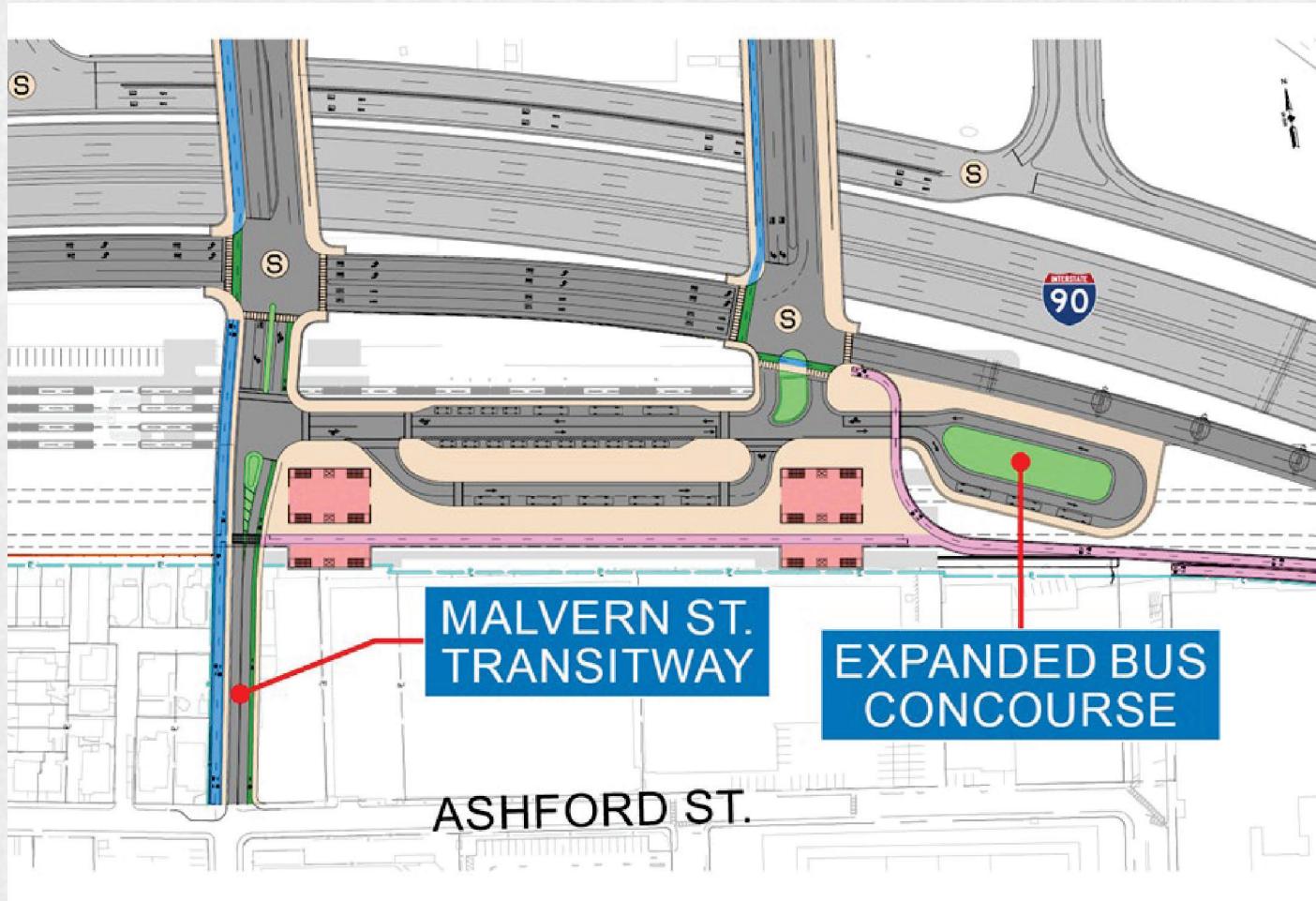
Potential West Station with Transitway

- Transit-only north south ramp West Station ↔ Malvern St
 - Improves shuttle and bus services between Harvard, Ruggles, LMA



West Station with Bus Deck Expansion Option

- Adds 3 or more bus berths east of concourse



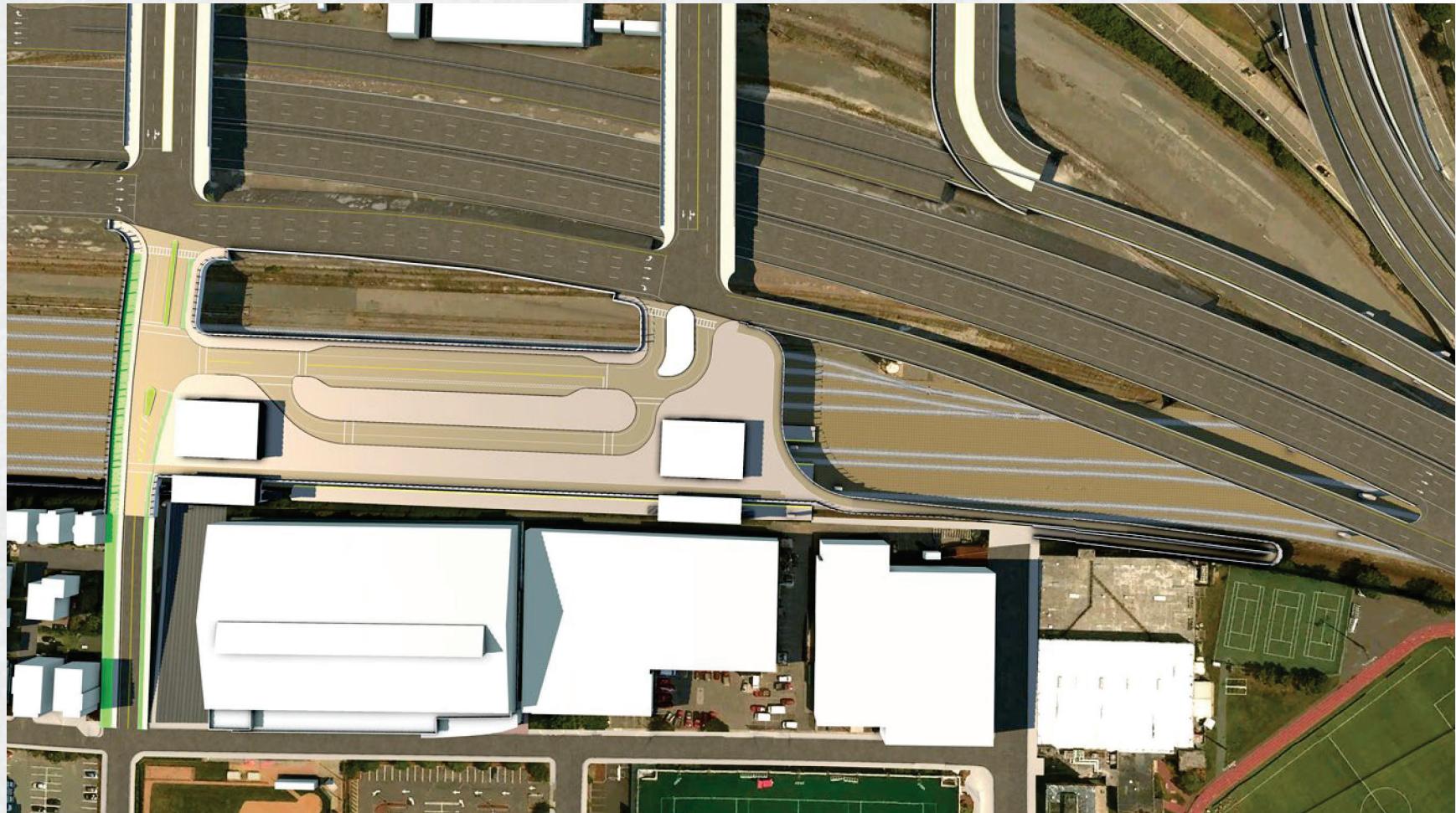


West Station Rail Service Incremental Build

- Build-out of West Station rail facilities could be incremental
 - Examined center island platform options including initial center island between WML tracks 2 and 1 correlating to proposed Newton Stations
 - Does not provide optimum flexibility of service, maintenance, operations and passenger connectivity between WML and GJRR
 - Phased platform construction would make future West Station bus concourse construction more difficult
 - It is possible to construct a south side platform that could be operational in conjunction with completion of the highway interchange
 - It is preferred not to build and operate a south-side platform ahead of highway construction

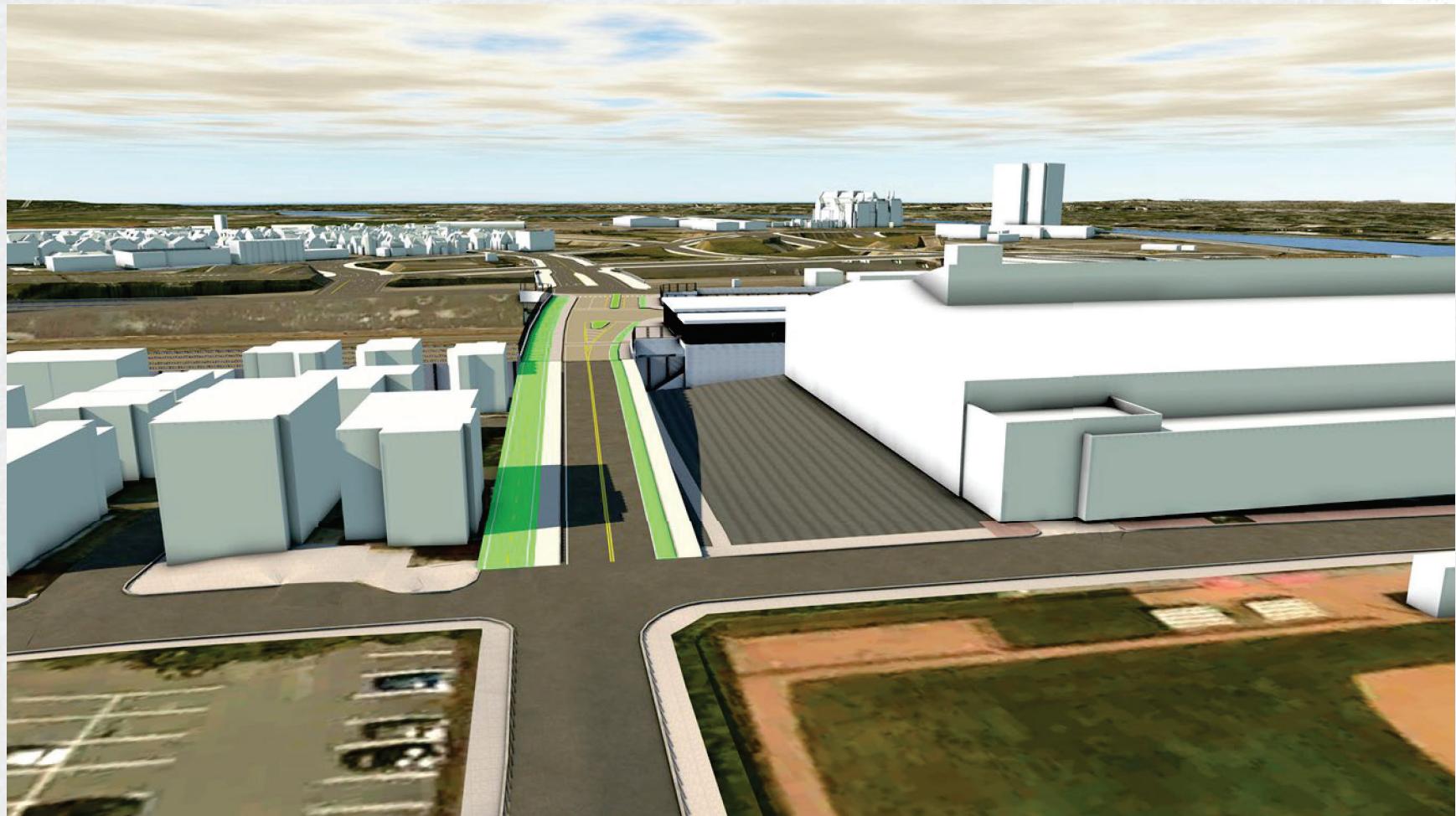


West Station Aerial Rendering



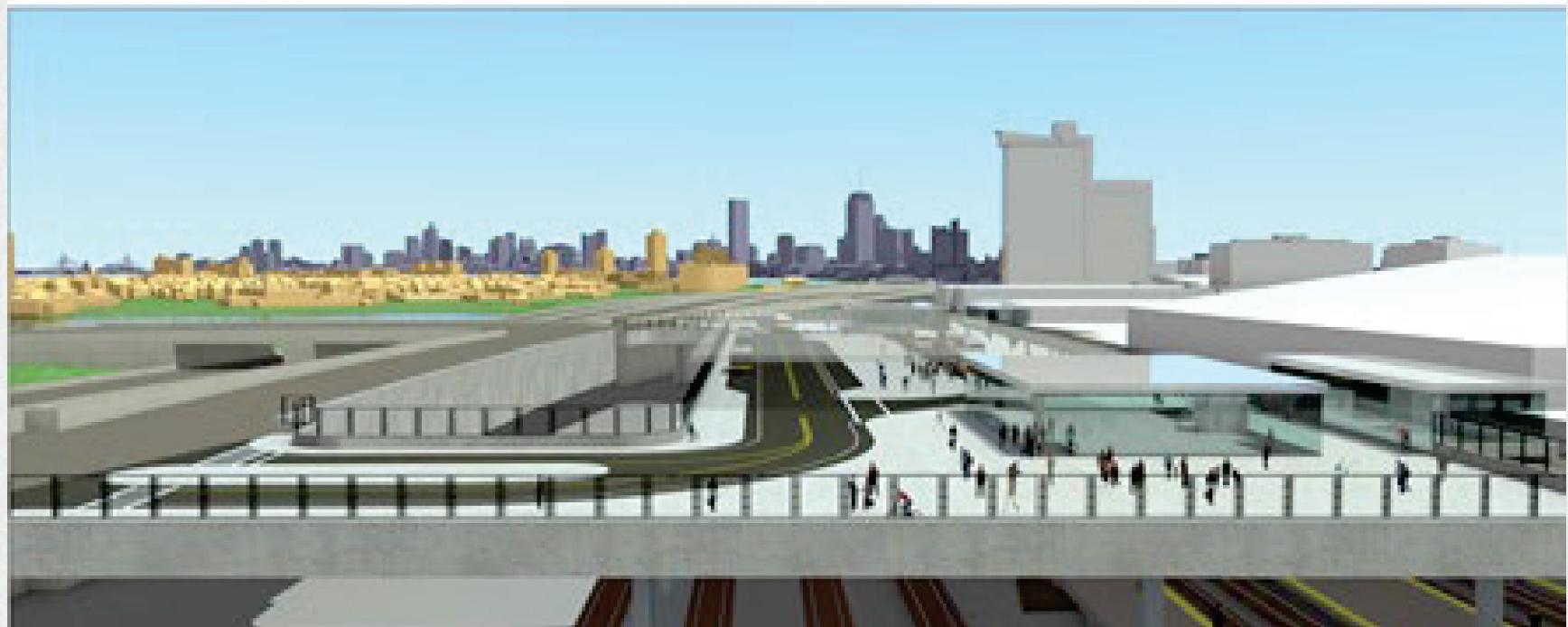


Looking North above Malvern St





West Station Looking East (no transitway)





West Station Looking West





West Station Bus Service

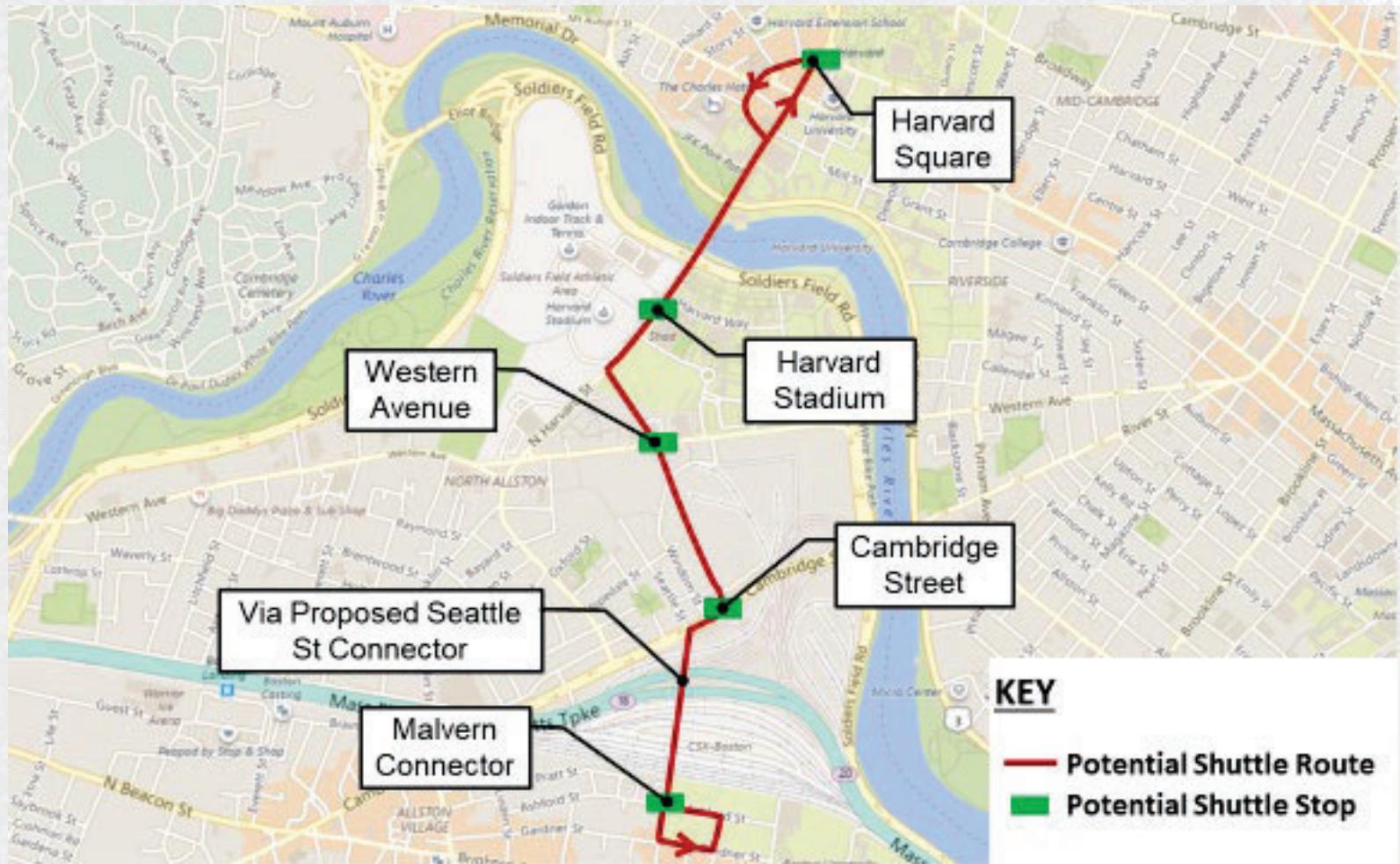
- Several West Station bus concourse configurations were considered before identifying a preferred
 - Selection considered access and egress, optimizing safe and efficient movements, and pedestrian and bicycle access
- DEIR bus service plans are intended to satisfy projected private shuttle demands to service Harvard, and MASCO, and considered BU.
 - The service needs projected in the DEIR would serve 30 directional buses during each peak hour or 60 in total.
 - The station will accommodate 5 live berthing areas and 5 layup berths.
- The MBTA does not currently anticipate any new routes, but is open to re-routing some 64 & 66 buses through West Station.
- The opportunity exists to expand bus berthing in the future, but this action would reduce potential air rights development areas
 - The DEIR railroad viaduct variation has less flexibility to expand bus deck areas due to the elevated rail section entering BPY from the east



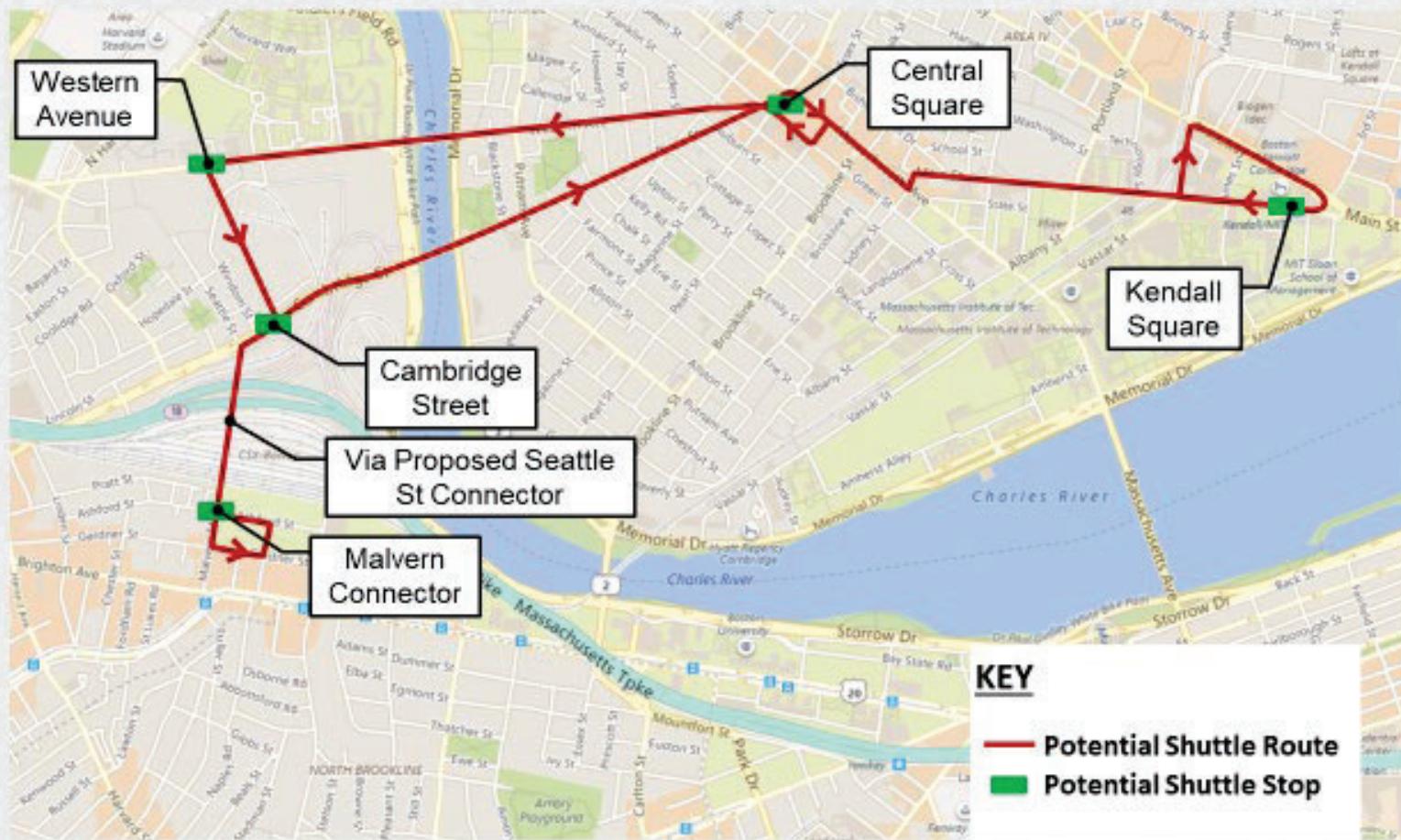
Bus Ridership Modeling

- Bus Ridership was modeled for 2 time frames
 - Limited service for 2025- Proposed Highway Interchange Opening
 - Single bus between Harvard Square and Barry's Corner/North Allston
 - Full Service for West Station Build-out
 - 5 minute express shuttle Harvard $\leftarrow \rightarrow$ West Station
 - 5 minute express shuttle Kendall/Central $\leftarrow \rightarrow$ West Station
 - 10 minute express shuttle West Station $\leftarrow \rightarrow$ LMA/Ruggles
 - 10 minute express shuttle West Station $\leftarrow \rightarrow$ Kendall via LMA

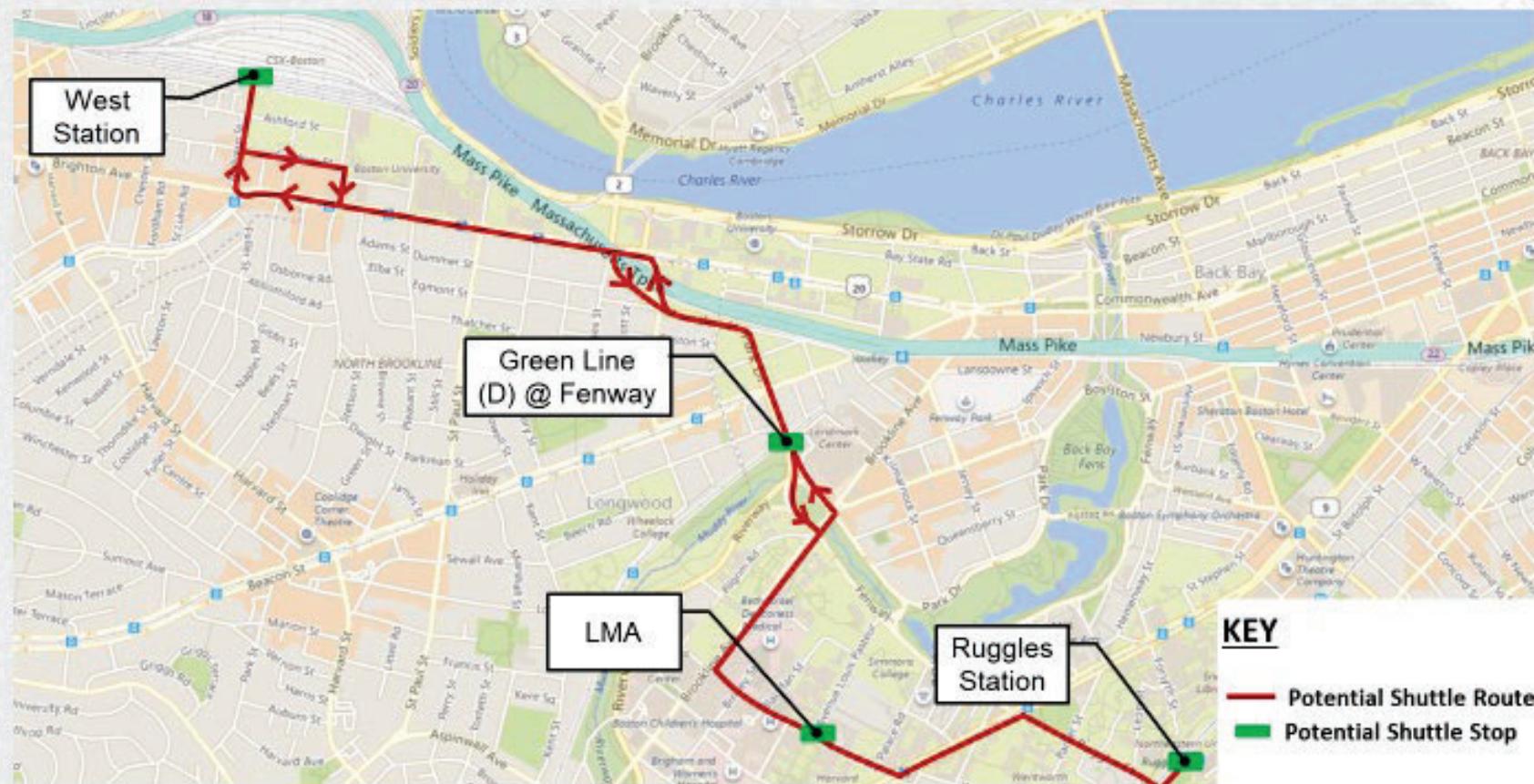
Harvard – West Station Shuttle Route



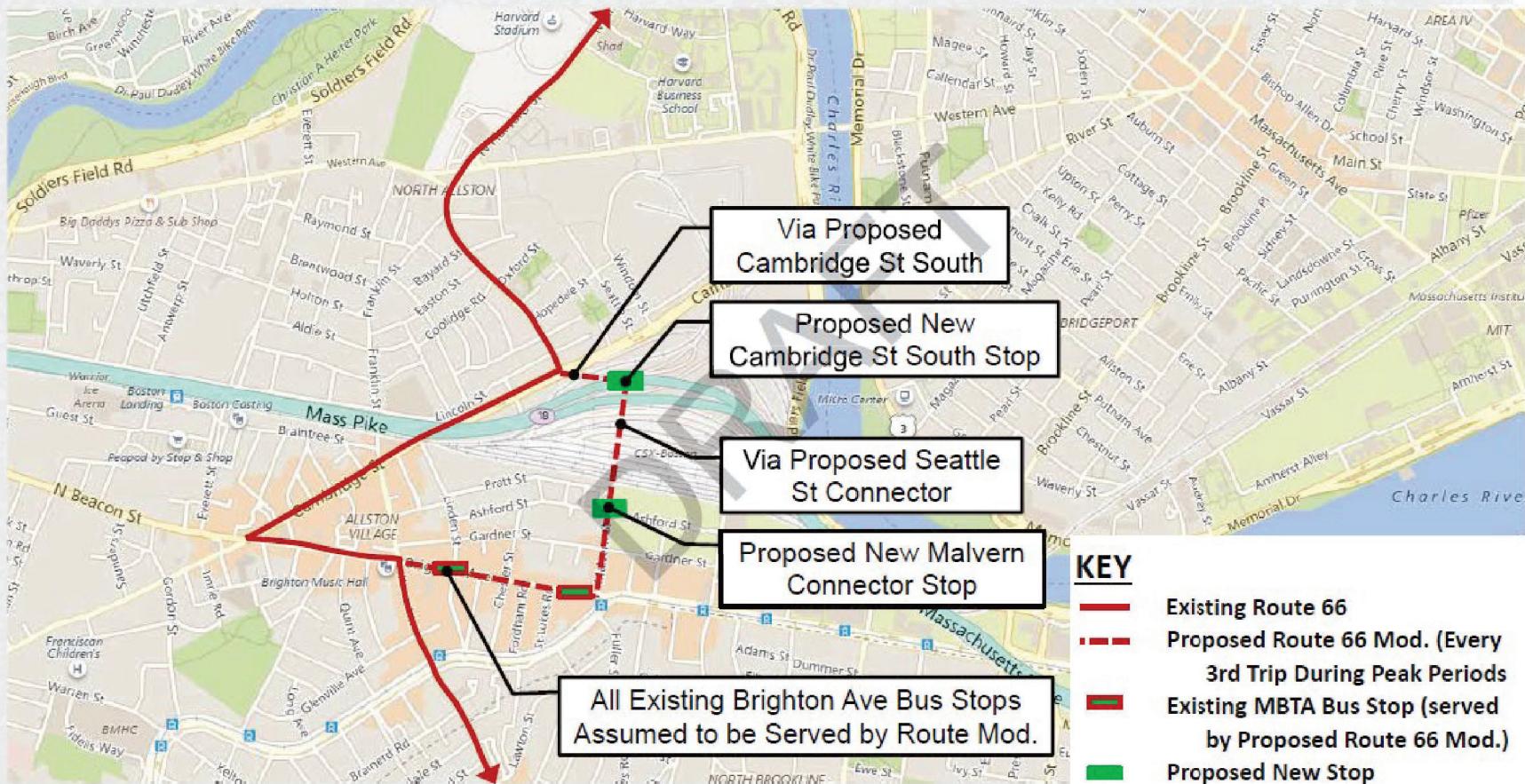
Kendall/Central - West Station Shuttle Route



Ruggles/LMA - West Station Shuttle Route



Potential MBTA 66 Bus Route Alteration



Potential MBTA 64 Bus Route Alteration

